indeing by the way the men went to work every one was determined that even if the old boat was beaten she would not be disgraced. and after it was all over it would be known that

there had been a yacht race.
As soon as the boats were started the covers were taken off the mainsails and they were prepared for holsting as soon as they should be wanted. On the Columbia the jib was sent up in stops all ready for breaking out and the staysall was made ready to set. With C. William E. Iselfn, Arthur Iselin, son of William E. Iselin, Capt. Woodbury Kane of the Rough Riders, Herbert C. Leeds, and Newberry D. Thorne,

The Defender led the way all down the bay,

with the Columbia about two miles astern. James Stillman was on board the Defender with Mr. Duncan. Her satis were all ready for hoisting, and the Scandinavian crew, with their white uniforms and red and black toques, looked very neat and were apparently ready the Door Island sailors on the Columbia. At 10:25 o'clock the Defender was at the eastern end of the Gedney Channel and Capt. Rhoades set the men to work to get the club topsail ready. The big spars were placed in position on the deck and the sail was brought

up and laced for hoisting.
At 10:30 o'clock the Columbia was off the point of the Hook and the straps were loosened off the mainsail. The crew lined up on each side of the mast, one side having the main halyards and the other the throat halyards, and the big piece of canvas began to rise. It set well for a new sail. It seemed to be a little full on the clew and the leach was rather loose. These defects can soon be remedled. The mainsail on the Defender was set shortly after the Columbia's was run up. The crew got to work at 10:37, and as the sail was hoisted two battens were put in to make it set well on the leach. The colors of Mr. Duncan, a red and blue swallowtail pennant with a white ball in the centre, fluttered below the gaff. At this time the tug Luckenback, with Superintendent Niels Olsen on board, was heading for the Scot-land Lightship. She was to log the course as soon as the Regatta Committee had decided where to send the racers.

The Defender was painted last Saturday and Monday. The paint, which is a special preparation that will hold to the aluminum topsides, looked mottled and patchy. Otherwise the yacht had the spie and span appearance of a

#### HOISTING THE CLUB TOPSAILS.

As soon as the mainsails had been hoisted and properly trimined, Capts, Barrand Rhoades took the wheels on their respective yachts and club topsails were sent aloft. This is always a delicate job. The tugs still had hold of the yachts and were keeping their heads to the wind. The Scandinabe on their mettle and quickly sent the big sail and lashed it. The Columbia's club-topsail was not hoisted as easily as that of the Defender. A rain squall broke about this time and made things unpleasant for a while, but it soon cleared away.

A few minutes past 11 o'clock Commodore J.

Pierpont Morgan's handsome steamer Corsair passed out by the Hook. She was travelling like a racehorse trying to get to the Lightship on time. Two tiny flags fluttered from her triatic stay. One was red, white and blue, which, according to the international code of signals, represents the letter T, and the other was a yellow flag, which stands for the letter Q. These two letters meant that the start would be made from the Sandy Hook Lightship, and the fleet at once headed for that mark.

The Defender at 10 minutes past 11 o'clock

on the starboard tack toward the Lightship. fully. Storm clouds darkened the horizon shoreward, and the prophets declared dolefully that the portending downpour would kill the breeze. Rain spluttered out of the blackness as the Columbia cast off her tow and proceeded toward the Lightship. The breeze died out, and for some time the yachts were in the doldrums. They pounded and smacked the seas with their convex bows. sending fountains of spray spurting to port and starboard. The rain ceased, leaving the yachts becaimed. Then a little puff came out the southeast. Then there was another puff, the sails filled again and the racers stood for the Lightship. The wind soon became

### steadier, blowing from the south. TRIANGULAR COURSE SELECTED

When the Regatta Committee saw that the Columbia and Defender could reach the Sandy look Lightship, and that the wind gave promse of holding, the flag for the letter T was holsted on the triatic stay, which notified the yachtsmen that the race would be over a triangular course. The tug Luckenback, which had kept close to the flagship, also hoisted this aignal, to repeat it to those that could not see it flying from the Commodore's steamer.

The Corsair anchored to the eastward of the Lightship at a distance that gave ample sea-

Then there was another wait. This time it was to see that the wind held true and to avoid any flukes if possible. At about twenty minutes before noon the course signals were holsted. The triangle was thirty miles length, each side being ten miles. The first leg was southwest by south. second east, one-half south, and the third north-northwest, one-half west, These directions were signalled with the code flags, and they flew in three strings from the alongside the flagship, Superintendent Olsen received his final instructions and the work of logging off the course began. Floats with rad and white flags were carried on the tug to be thrown overboard at the end of the ten miles as turning marks. These flags were to be left

## FLEET AT THE STARTING POINT.

The yachts by this time had reached the starting line and were sailing about waiting for the preparatory signal. The fleet of steam yachts, excursion steamers and tugs took points of vantage near the line in order to have a good view of the start. The Iron Steamboat Cepheus had on board the members of the New York Yacht Club and their friends, and she hove to near the flagship. Another Iron Steamboat and the Dolphin and Bay Queen were well filled with those who wished to see the trial. Ex-Commodore Elbridge T. Gerry entertained a party of friends on the steam yacht Electra and so did John R. Drexel on the steam yacht Among the other yachts noticed were A. Van Santvoord's side-wheel steamer Clermont, John H. Hanan's steamer Sagamore, Joseph Stickney's steamer Susquehanna, Harrison B. Moore's steamer Marietta, Horace A. Hutchins's steam yacht Jathniel, E. W. Bliss's steam yacht Felicia, William J. Matheson's steam yacht Lavrock, E. C. Benedict's steam yacht Oneida, Edwin B. Sheldon's Black Pearl and a few smaller ones. The navy yard. Police, Harbormaster's and a few other departments were represented by tugs. The fleet was a small one, not nearly as hig as it was when the De-

fender and Vigilant raced in 1805. At 12:43 o'clock a preliminary signal was holsted on the Corsair and the two boats began to manusers for position. Both yachts were sailing under mainsail, club topsail, forestaysall and jib. The wind was light from the south. The two yachts were to the north of the starting line. The Defender was leading, with the Columbia about 250 yards in her wake. Both were on the starboard tack, standing to the west. The crews on each boat were ready to carry out any order that might be given. Baby jib topsails were sent up in stops,

and then all was ready.

At 12:53 the preparatory gun was fired and a red ball was hoisted on the Corsair. The yachts had just five minutes left before they were to cross the line. They stood on to the west for about that period, and then the Columbia bia wore round and stood for the line. She was followed at once by the Defender, but secured the water boiled under the lee rail, and they followed at once by the Defender, but secured the water boiled under the lee rail, and they followed at once by the Defender, but secured the water boiled under the lee rail, and they the ocean's swells began to get in their work. It is eled more, and she had all the canvas on she is and the crowd on the Cepheus felt the effects.

Rhoades, and he kept the Defender off, allow-Ing the Columbia to cross the bow of the older boat. The Columbia stood to the south of the line, and then, breaking out her baby jib topsail, came down before the wind as though she would take the better position at the start. The Defender was gybed and then kept away from the line. There were two tugboats at the western end and it seemed as though they were in the way. One bothered the Columbia

and the other the Defender.

The Columbia crossed and stood on the port tack until the starting gun was fired at 12:58, while the Defender, after keeping clear of the tug, stood for the windward end of the line. Her time was judged beautifully, and as the starting gun was fired the old boat was luffed sharply, sheets were trimmed flat and she was off on the port tack, headed toward the New Jersey shore. She crossed the line at 12:58:20. In the meantime the Columbia was working back to the line. It was evidently Mr. Iselin's intention to let the Defender get a good start, and then see what the new boat could do. The econd, or handicap, gun was fired just as the Columbia reached the line, and, trimming her sheet flat, she crossed at 1:00:02, or with a handicap of two seconds. THE BACK PAIRLY ON.

Just as the Columbia crossed, the Defender the crew took another pull on her sheets to get them flat. This tack was only held for about a minute and then she around to port and had a good position on the weather bow of the Columbia. The fleet of yachts, excursion steamers and tugs at once started off after the two racers, and following in their wake it was easy to see the difference in their sailing. The Defender seemed to be a little the stiffer. Under the ordinary pressure of the wind, and it had breezed up considerably, there seemed to be no difference in the heel, but when a puff of a little extra strength struck the yachts the Columbia seemed to feel it more than the Defender. The two boats were heading west by south, onehalf south, and looking from astern of the yachts the Defender seemed to be about oneeighth of a mile to windward. Both boats were footing fast, and the Defender seemed to be pointing just as high as the new boat. The Defender's mainsail set like a board, but the Columbia's appeared to be too baggy. The head of the Columbia's club topsail, too, shook considerably.

The crews were up to windward and both

yachts were going through the water at about seven miles an hour. The wind was freshening all the time and the outlook was that it would blow strongly before the race was over.

The Columbia held on the port tack until 1:07 and then Capt. Barr gave the order 'Hard a-lee," and, putting his wheel over, the Columbia spun around on her heel and was full again on the other tack in a few seconds. Capt. Rhoads at once followed suit on the Desouth-southeast. They were bucking a head sea on this tack, and both plunged into it quite a little. The Columbia's sharklike nose would lift into the sir on a wave and then shoot over, while the Defender's bow would slap and send

two jets of water igto the air.

So far the Columbia had made no perceptible gain. The Defender was footing very fast, but on this tack the Columbia seemed to be eating out to windward slowly but surely. The wind was still freshening and at 1:20 o'clock it canted a little to the westward, but later on got back to its old quarter, a lit-tle west of south. At 1:32:40 the Defender tacked to port and the Columbia followed just forty seconds later. By this time the Defender was a very little to windward, but she was still the leading boat by a good space. The Columbia was not doing as well as was expected and some who saw the boat were disap-

HEAVY WATER BOTHERS NEW YACHT.

The heavy jump in the water seemed to bother the new boat more than it did the Defender, the older boat, with her narrower beam, o'clock the Columbia had eaten out to windward so that she was sailing in the wake of the Defender about 300 yards astern. It had taken about five miles sailing to do this, the yachts being about half way out to the first mark The Defender was sailing beautifully. As steady as a church she stood in the water, and she put up such a race that many began to think that she would turn the first mark in the lead. Slowly but surely the Columbia was creeping up, but it did not seem that she could reach the mark in time.

At 2 o'clock the wind grew lighter. The yachts were approaching the sunken wreck of the Macedonia off Seabright. The Defender kept her lead, while the Columbia, in the lighter wind, did not do so well. The sea knocked her When clear of the wreck at 2:08:45 the Defender tacked to starboard The Columbia did not go about until 2:10:20 She had held on to clear the wreck and had got tack the wind canted again. There seemed to be a little trouble on the Columbia. Three of the crew were at work on the tack of the forestaysail and for some time they seemed to be trying to fix something. The wind got lighter and lighter and the yachts made slow passage. The mark was in sight and the boats were so near to each other that it was going to be nip and tuck between them to see which would get around first. At 2:18:45 the Columbia tacked to port, and less than ten seconds later the Defender spun around and took the weather position again. The two boats were abreast, with the Defender about 150

took the weather position again. The two boats were abreast, with the Defender about 150 yards on the Columbia's weather beam.

It had been as pretty a race as one could see so far. Each yacht had been well handled and the Columbia had had to fight for every her she had gained, and now it seemed as though she would be unable to take the lead before the first turn. It was the most exciting point in the race. If the Defender could hold her position until she had turned the mark the chances were that she would keep in front to the finish. Carl. Barr seemed to realize this, and Capt. Ihondes was equally alive to the situation. For just five minutes the part tack, and then around spun the Columbia to startionard, followed at once by the Defender. This put the Defender in the lead, with the Columbia and the sailing in her wake Capt. Barr gave a sharp luff and got a little to windward, at the same time a pull was taken on the sheets and the sails trimmed flatter. Everything being new on the Columbia there is considerable stretching of sails and rigging, and it will be some time before all the sails and sheets are agreed the such a squall was making in the say the sun seemed to be trying a being new on the Columbia there is considerable attretioning of sails and rigging, and it will be some time before all the sails and sheets are agreed as they should be for a hard race.

The wind was freshening again and in the say the sun seemed to be trying to break through the sun seemed to be trying to break through the sun seemed to be trying to break through the sun seemed to be trying to break through the sun seemed to be trying to break through the sun seemed to be trying to break through the sun seemed to be trying to break through the sun seemed to be trying to break through the sun seemed to be trying to break through the sun seemed to be trying to break through the sun seemed to be trying to break through the sun seemed to be trying to break through the sun seemed to be trying to break through the sun seemed to be trying

COLUMBIA FIRST ABOUND THE MARK.

Eapsed Time. Gain.

Defenier

Allowing for the two seconds handleap, the Columbia had gained two minutes and twenty-seven seconds on the ten-mile beat to windward.

The next leg was east one-half south, ten miles making a reach with the wind over the starboard quarter. Sheets were eased off as soon as the mark was passed and the crews got the high integrals out to set as quickly as possible high significant to the high significant to the set of the high significant to the set of the high significant to the set of the high significant to the high significant to the high significant to the set of the high significant to the high s

the storm cleared off and the wind got lighter. NEW YACHT GAINS SLOWLY.

After the squail had passed over, the wind shifted again, this time setting around to southwest by south, and sheets were eased off still more. The black clouds rolled away and here and there the sun shone on the water, while a little blue sky made the yachtsmen hopeful that the finish would be in pleasant weather. In the light wind the Columbia drew shead and as she approached the second mark the big jib torsail was taken in and the main sheet trimmed for a gybe. All the steam yachts and the excursion steamers that could keep up with racers on this leg had gathered at the mark, and as the Columbia gybed she was saluted with tooting of whistles. The Defender was not forgotten for there were many who had a kindly feeling for the ever many who had a kindly feeling for the old boat and who wished that the order might have been reversed. This was only on sentimental grounds and because the Defender is such a favorite with yachtsmen, but for the safety of the America's Cup every one wished that the Columbia might prove to be several minutes faster than the champion of 1895. The Columbia gybed around the mark at 3:38:01, and the Defender at 3:40:19. On the ten-mile reach the slapsed time of each boat was as follows:

Emperd Time, Gain.

Columbia 50 28 1 33
Defender 10101

The course to the lightship was northwest one-half west and the wind was over the port beam. The Defender set her baby jibropsail as soon as she passed the mark and was some time shead of the Columbia in getting the sail up. The wind held true for a short time and then hauled to the west, making it a close reach for the vachts. The Columbia see med to draw ahead of the Defender very fast, and at one time it looked as though she would finish a mile in the lead. The wind still continued to shift and, getting north of west, headed the yachts off so that they could not lay their course for the mark. It only held this way for a short time and then backed west-southwest, giving a big lift to both vachts. For about two-thirds of the distance it was a close reach and then the wind got around to the south and sheets were started. The Defender carried a better wind than the Columbia and toward the end of the race she rapidly gained on the new boat.

The Corsair steamed ahead and anchored in the same position she had at the start and the fleet of vessels that had accompanied the racers took positions from which the yachts could be seen well. The Columbia came on looking every inch a racer. Her main sheet was cased and she carried the wind, which was getting lighter very fast, to the line, which she crossed at 4.47.55. The Defender gained considerably until about 200 yards from the finish and then she lost a little. She crossed the line at 4.30.48. On the instead of the course the Columbia had sailed the ten miles in 1 hour? I minutes 54 seconds, while the betender had taken I hour? I minutes and 25 seconds on this leg. The table follows:

Elonged Start, Finish, Finish, Finish, Finish

betender, W. B. Duncan.

Detender, W. B. Duncan.

It et al.

12 58 20 4 49 48 3 51 28

Over the entire course the Columbia had beaten the Defender 3 minutes and 35 seconds, and, taking into consideration the actual sailing time, the Columbia being handlenged, she had proved that over a triangular course, thirty miles in length, she was 3 minutes 35 seconds faster than the Defender, boat for beat. Just how much she relaily won by is not announced, as the measurement of the two yachts will not be made known until the Shamrock arrives here and both boats are officially measured. It is estimated, however, that at the most the Columbia will not have to allow the Defender more than two minutes over a thirty-mile course, so that on yesterday's race she had a margin of about a minute and a half.

The difference will doubtless increase considerably before the season has advanced much further, as every time the boat sails she will improve. Everything is new yet. Capt. Barr has to learn how to handle her and has to find out us how she sails beat. The rigging has all to be stretched and the crew drilled to their work. The sails will stretch and have to be trimmed, and when everything is working well the Columbia will be several minutes faster than she was vesterday.

The Defender, too, will improve as the season ndvances. While she is an old boat all her rigging is new and she is new to Capt. Rheades, in yesterday's race the crew of the Defender were smarter at handling the sails than the crew of the Columbia will drawing. It was a flukey day as far as the wind was concerned, and in the matter of luck the Columbia seemed to have the greater share.

GREXINGS AT THE TINISH,

As the boats crossed the fluishing line, each was greeted with three long blasts from every

The Columbia and Defender anchored off The Columbia and Defender anchored off Tompkinsville for the right and to-day they will tow back to New Bochelle and get ready for the race tlat is to be sailed off Larchmont tomorrow. This time the two yachts will sail twice around a triangular course. The long course of the Larchmont Club was selected by Mr. Iselin, but the eastern mark has been shifted two miles further to the eastward, so that the course will be inneteen miles around, or thirty-eight miles in all. Sailing this course will afford some excellent practice in handling sails. The start will be made at 11:30 clock, and the prize is a handsome silver cup, given by Commodore Clarence A. Postley.

The story of yesterday's race is briefly told by the following figures:

| 12 08 | 13 08 | 14 08 | 15 08 | 15 08 | 16 08 | 17 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 08 | 18 0

their way to the upper deck, where campstools were placed along the rail by their little wind was stirring that even the old salts. or rather the veteran yachtsmen, who had on the proper togs and sniffed the air knowingly,

did not look for rough weather.

The whistle blew four long blasts at 5:29 down the pier and a scramble on board, in dressed in yachting suits participated. One of these women turned out to be the most attractive on the steamer. She was a tall, stately wore a light blue ribbon, around her waist and white parasol had blue streamers, and her marine glasses were inclosed in a white case. When she took the seat of honor upon by attentive men, who pointed out objects of perfect manners and charming grace the steamer passed Swinburne Island. Then she began to answer questions with a mere nod or shake of the head, and no matter how witty her companions made themselves she did not appear to be impressed and never responded

with more than a faint smile.

could carry. The Defender stood up as stiff as a tower, and carried her sails well. She stuck to the new boat in a way that surprised every one. The squali that had been gathering in the south broke shortly before 3 clock. It swept over the water and struck the yachts with considerable force. The Columbia was unfed sharply until her headsails fluttered to ease the strain. Twice Capt. Barr had to do this and it caused her to run off her course. The Defender was held to her course, and the only feet the wind had on her was to make her close up the gap between her and the Columbia. Then rain poured down with thunder and lightning accompaniments and for awhiles the storm cleared off and the wind got lighter.

\*\*EXY YACHT GAINS SLOWLY.\*\*

After the squall had passed over, the wind the first state of the columbia of the squall had passed over, the wind the woman in white, whose face

two or three hours and it may be until this evening."

"How far have they got to go?" was the quick response.

"Thirty miles. I believe, on three legs. They first sail against the wind, then they sail beside the wind, and later they go before the wind. I don't know anything about it, except that they regoing to race, and I want to see the Columbia win, said the man.

"Bon't you think it's very warm out here?" remarked the woman faintly. "It is so close that I wish! could get a breath of fresh air."

"So do I." drawled the man who was passing his hands slowly over his forchead. In other parts of the boat there were similar conversations and feelings. The long ground swell was gradually turning into a heavy chop, which pitched the stemmer down into the trough and then rolled her on her beam ends. The yachts were not in sight, and the feelings of many on board the Cepheus can be imagined. It was early in the day, and dreaded sensickness was making its appearance before the real fun began. A florida of steam yachts and rings, which poured clouds of black smoke short and made it a difficult thing to see any distance, was soon overhauled.

It was off Sandy Hook that the first glimpse of the big slugie-stickers was to be had from the steamer. They were apparently at anchor, and the yachtsmen of experience were called not to tell which was which. To make a satisfactory answer was a problem which low could solve. Some picked out the Coumbin oily to be disputed by others who said they knew her sails and spars so well that they cauld not be mistaken. Even when the Cepheus was within hailing distance of the flyrs it was impossible to distinguish between them.

"Why don't they raint the name of each yacht in black letters on the sails and was sunburned to a turn." How are we ever going to know which gets over the line first and which wins?"

"It show you the difference," exclaimed a little boy who was sending the boats through wins?"

what are these signals that have been raised on the steam which togrady, asked a stour woman all in black, who seemed to be in excellent sailor. She referred to half a dozen particolored flags that were fluttering on the

particolored fings that were fluitering on the lindges boat.

"Wity, don't you know what they mean?" said a tall, thin man, who was in constant tear of losing his straw hat. "Why, they mean "Hemember the Maine.

"Well, that's the most ridiculeus answer I ever heard," reto ted the weman, rather warmly. "You don't know anything about shelting, and I don't believe you've ever been down so far as this before.

Just then the full young man excused himself and went below. He never dame back.

When the yachts were fairly under way the comments of the experts came thick and fast. Some did not like the setting of Columbias sails, and pointed to the fluiping top-oil. (the

In yesterday's race the crew of the Defender were smarter at handling the sails than the crew of the Columbia than the sails than the crew of the Columbia than the sails than the crew of the Columbia than the sails than the series of the Columbia than the sails than the series of the Columbia than the sails and pointed to the sails plant to have the new sail drawing. It was a sluckey day as far as the wind was concerned and in the matter of luck the Columbia seemed to have the greater share.

As the boats crossed the shift in the reason to be sails and then their tigs ran down to them, passed a line to each and started off for Tompkinsville while the crews were busy lowering and stowing the sails. Before the yachts reached their morings overything was made snug and the crews were to the club, who was an ornele for the time being the sails. Before the yachts reached their morings overything was made snug and the crews were thusy lowering and stowing the sails. Before the yachts reached their morings overything was made snug and the crews were thusy lowering and stowing the sails, and pointed to the flapping top-sail (the sails and not like the secting of Columbia sails, and pointed to the flapping top-sail (the raw see hostily handled and looked better than the newer craft.

Defender is outpointed to the flapping top-sail (the newer craft.

Some did not like the setting of Columbia seemed to the flapping top-sail (the raw see hostile and looked better than the newer craft.

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Some did not like the setting of the tight and looked better than the newer craft.

Performed to the flapping top-sail to the flapping top-sail to the flapping top-sail and looked better than the newer craft.

Some did not like the beforder was be new seeme skilfully handled and looked better than the newer craft.

Performed to the flapping top-sail we see soutpointed to the flapping tof the newer craft.

Some did not like the beforder was be new see

the coursed the dregs into a glass. As he raised the drink to his his he monaed. "Sick to his sigh he monaed." The next minute he was hanging over the side of the boat, three of his companions keeping held of his coattails. A droneling shower had driven everylady to cover, and that increased the sensiekness. There were only six women in sight at the time, and they were apparently standing the strain with their nerves. At the first near hit was so rough finite on-siderable water was shipped and the docks theroughly washed. The sound of the whistles as the Columbia rounded the stake brought out everyloody with the exception of the women, and the beautiful flyer was cheered. It was considered the proper time to drink a tonst to the new cup defender, and the bar was hommed in by outhusiastic yachtsmen. The clouds were black in the southeast and the rain could be seen advancing swiftly over the sen. When the storm broke there was more scurrying to shelter, and a concerted attack was made upon half a dozen big hampers filled with sandwiches. Those who were getting over the effects of the boat's motion were developing appetites and could not eat enough. The yachts turned the second stake in such a lard rain that it was difficult to make them out. But the experts assured everybody that Columbia was still in the lead.

The fact that the steminion was now headed for home was a source of encauterone.

difficult to make them out. But the experts assured everybody that Columbia was still in the lead.

The fact that the steamboat was now headed for home was a source of encouragement to the sick, and one by one they made their alpearance. The band took a place on the upper deck and with its cheerful music systemated the crowd up immersely. The meret had refused to eat or drink because the local was still rolling about and they did not care to take any chances. There was considerable allsappointment among the sharps because the browze had thailed around, making it impossible for the yachts to run home before the wind. They wanted to see the big spinialsers working and the other unmense sails for to a yachtsman there is nothing prettier than a run of this sort. About the lightship togs and steamers had been gathering to see the flink. The Corsair was unchored on a line with the old craft, thereby providing the line over which the yachts were to cross. The Corpuss pined the fleet and then all hands watched the racers approach in a wind that was gradually dying out.

There were various estimates as to the difference in time between the yachts, but as they neared the end it was freely guessed that there would not be more than two minutes between them. From the steamboat it leads to have best them from the steamboat it was pleady in the last mile. The Columbia suits anceared to have best the wind, while the before best was plaughing the water with a great white was drawing every meh. The older beat was plaughing through the water with a great white was grounded and might be overhanded as has. But in a few moments the Columbia suits anceared to have best the wind, while the river were exclamations to the effect that the new yacht was losing ground and might be overhanded as has. But in a few moments the Columbia as sails august the wind and might he overhanded as has. But in a few words have been shown that here was a local their friends that here were pused to have been defined by the columbia and the columbia had on The fact that the steam tent was now headed

What I have noticed during the race con-

White-haired yachtsmen who had seen trial and international races for a decade were asked by novices whether this unpleasant sensation would continue, and in response they replied that it was an easy matter to become accustomed to the rolling waters, which would probably not grow worse. Far down the bar, nowever, it was noticed that the wind was freshening and the sea was ruffling with rapidity. Several steam yachts were seen to rock and pitch in the choppy waves, while a number of merchantmen seudded along before the increasing gale.

"How long do you think we will be out here?" asked the woman in white, whose face was now the color of her clothing.

"Oh, I don't know," replied one of her escorts, who was rather pale, too. "It may be two or three hours and it may be until this ovening."

"How far have they got to go?" was the quick response.

"Thirty miles, I believe, on three legs. They first sail against the wind, then they sail beside the wind, and later they go before the wind.

"Bon't you think it's very warm out here?" remarked the wanna faintly. "It is so close that I wish, I could get a breath of fresh air."

"So do I." drawled the man who was passing his hands slowly over his forehead. In other parts of the boat there were similar conversations and feelings. The long ground swell was gradually turning into a neavy chop, which pitched the steamer down into the trough and in the process.

hauf it down because of an inability to break it out.

J. Frederic Tams was another club member who commented freely on the race. He said:

I do not think it was a day to bring out any definite results of the comparative merits of the two boats, because of the shifting winds. On the first leg the Defender sailed the Columbia a hard race. At the turn the Defender did what a boat ought to do—made the mark and came around. The Columbia, however, nade a short hitch and by so doing was enabled to come down on a good broad quarter. It was a boid thing to do. It might not have worked. If the Defender had kept the breeze she would have been closer as she rounded the mark. They sailed a fairly close race, but the Columbia, they are the best colored to be shaped up. But she will be slong well to beat the Defender by more than five minutes hereafter.

shaped up. But she will be doing well to beat the Defender by more than live minutes hereafter.

You must remember that five minutes now-adays means a very great advantage. Ten years ago a lead of fen minutes was not much thought of, but, as we get nearer to perfection, the difference grows smaller. Consequently, the fact that the Columbia beat the Defender to-day by over three minutes shows that she is a very fast heat. I would like to see the Defender and the Columbia in a tenmile race before the wind. A most pleasing feature was the lack of interference with the yields by the turboars and steamers. The Capatins all kept to leeward, and showed that they had profited by past experiences."

Howard Coates made this statement:

'In a heavy sea the Defender showed up better than the Columbia, but in smooth water Mr. Iselin's boat easily outfooted and outpointed her rival. What the Columbia will do in a broad crach it is too early to say. Her mainsall appeared to be too big for the spars, and so was the for starsal; but this fault will be remedied. I hear that they are going to take a cloth off the laff of her mainsall so as to break it into the spars—in otherwords, cut it down."

J. W. Miller, commander of the naval battalion, who saw the race from the Cepheus, said that the Columbia was more skilffully handled than the columbia was more skilffully handled than the other heat. J. V. S. Oddie, Secretary of the New York Yacht Club, declined to express an opinion beyond that he was satisfied with the race.

Shamrock Will Be Ready for a Trial

Special Cable Despatch to THE SUR. LONDON, July U - No trial of the Shamrock was made to-day. The evening newspapers say that the Prince of Wales hopes to witness a urday. It is officially stated that the Shamrock's fittings will be finished on Saturday and the Britannia's on Wednesday next. There will be several races in the Solent between the two boats as soon as the Britannia is ready.

THEATRICAL NOTES.

Manager Knowles Cancels a Contract Made with Augustin Daly.

Manager Edwin Knowles has seen fit to can Daily for twelve weeks' time, starting Dec. 4, at the Fifth Avenus Theatre. It was the dead manager's intention to use that time for "The Greek Slave," which was to have been produced first at his own playhouse. Mr Knowles said that his reason for this decision was that the executors of Mr. Daly's will would be unable to carry out pertain conditions of the agreement. This made by another than Daly himself, would not trouble in reference to Ada Rehan's appearance at the Drury Lane Theatre, London. Miss. Rehan wishes to get out of playing there, and probably will, as the agreement was made with Mr. Daly. In reference to the Fifth Avenue affair, it is said that Mr. Enowles's real reason is a belief that a new play that is to be produced there in September is sure to run through the season. He thinks it a safer proposition than "The Greek Slave." Just what bearing these proceedings will have on the representation of the musical play at

Just what bearing these proceedings will have on the representation of the musical play at bails is yet to be seen.

No horformance was given on the Casine roof last night on account of the rain. Usually in that case the theatre part is used, but that stage was employed with rehearshs of the new piece from the French which opens there next Monday. A rumor was circulated that some salaries were due, but when seen by a San reporter last evening George Lesiorer decided it positively. He said that it will be necessary to close the roof garden for a few nights next week in order to make some changes in the stage for the production of "The Maid in the Moon." The date for that eccasion has been forwarded from Thursday, the Lith, to the following Monday.

The St. Nicholas Carten, which is the lee-skating rink of that name in West Sixty-sixth street transformed into a summer resort, was quened for the senson last night. A fair-sized and lenge was there. A concert was given by Franz Kaitenborn's orchestra.

The hame of the musical farce from the French which is to be seen for the first time here at the Casino next Monday night has been changed from "Wild Oats to "The Rounders." Hillan Burkhart won the building loss in St. James Park, St. James Long Island, said to be worth \$400 apiece, on the Yale-Harvard contest. The lose was Charles F. Smith of the House and Home tempany. Had Harvari Leen unsuccessful Miss Burkhart would have had to fart with her catbout Lillian.



SPECIALTY CHRONIC DISEASES Men and Women

Suffering from Chronic Diseases are Invited to

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and Consult Him by Letter Free of Charge.

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A desk that always wins---"The Hale."

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ANXIOUS TO BE FREE.

Charles Bauer Put Under Bonds to Pay His Wife Bill a Week.

Former Assemblyman Charles Bauer had an examination in the First Criminal Court, in Jersey City, yesterday morning, on a charge of having deserted his wife. Bauer was arrested about 1 A. M. on Friday last as he was returning to his boarding house, 61 Park street, Jersey City, in company with a young and pretty widow, who is also said to be wealthy. His wife and Detective Clark had been watching for him for several hours. As Bauer and the widow came along, chatting pleasantly, Mrs. Bauer and the detective suddenly appeared be the widow hurried into the house when Mrs. Bauer attempted to engage her in conversation. Mrs. Bauer was the first witness called yes ars, Bauer was true first witness called year
terday. She is quite a preity woman and it became evident while she was giving her testimony that she was very much attached to her
husband. She testified that her husband deserted her two months ago, when they were
living in North Hudson, and went to live at dil
l'ark street. She had seen him frequently
with the widow, whose name, she had been informed, was Mrs. Remson. Her husband sent
her to Cincinnati on March 3 to visit. her aunt.
His sent her checks while she was there.

Did your husband write to you while you
were there? "asked Mr. Gordon, her counsel.

"Yes," replied Mrs. Hauer, "he wrote me a
divorce. I wrote to him asking him for money
to bring me home, but he took his time about
sending it. I went to see him at his office and
he told me that there was no use of making a
disturbance, as he intended to be freed so that
he could marry some one cless. He threatened
that if I bothered him he would stop paying
me \$12 a week. I heard that some one had influence over him and that he was frequently
seen out riding with Mrs. Remson."

"When you called at your husband's office
on July I." asked former Senator William D.
Edwards on cross-examination, "he paid you
two weeks" money that was owing, did he not?"

"He did after considerable argument."

"His bark was worse than his bite, was it
not?"

"I don't know what his bite might have been.

He did after considerable argument.

"His bark was worse than his bite, was it not?"

"I don't know what his bite might have been. One day when I called at his office he said that only for me he could marry a woman with money, and he offered to give me \$3,000 if I would get a divorce from him. I told him that I did not believe in divorce, He said that I could not harm him, as he had a great many friends and I had none."

Mrs. Bauer said that her husband is an insurance adjuster and that he is also in business on the Exchange. When they lived together he had paid from \$30 to \$40 a week board.

Bauer teatified that his saiary was \$1,300 a year, but he afterward admitted that he made more than that. He said that his wife had studied up the divorce laws so that she could get a divorce from him. This was emphatically denied by Mrs. Bauer. Police Justice Potts required Hauer to furnish a bond of \$1,000 as security that he would pay his wife \$12 a week, and Bauer's father furnished the bond.

GIRL'S MOTHER KEPT THE TRYST And Laid a Horsewhip Over the Back of

Her Daughter's Admirer. Mollie Gulden, the 15-year-old daughter of William Gulden of Bergenline avenue, Union Hill, N. J., was graduated from the high school of that town two weeks ago. She attended a picnic given by the school in Union

Man from Whom He Had Stolen a Horse Recognized Him.

PORT CHESTER, July 6.-Burglars early this morning got into the house of Ernst Simons, on Westchester avenue, and stole \$500 worth of silverware and a bicycle. They also visited the home of E. G. Lautman, Superintendent of Schools, but were frightened away before

home of E. G. Lautman, Superintendent of Schools, but were frightened away before securing any plunder. One of the men was captured in a reculiar manner and is now in the Port Chester Juli.

About a month ago a man giving his name as George Freedman of New York hired a horse and wagon from Abraham Goodeuft, which he never returned. Early this morning, while Goodeuft was going to New York on a train on the New Haven Bailroad, he saw Freedman sitting in the smoking var. Grasping the thief by the collar he said:

"You are the man who stole my horse and wagon. I have caught you at last and I'm going to turn you over to the police."

The man denied that his name was Freedman, but when the train reached Mamaroneck Goodeuff, with the assistance of the train rerew, took him from the ear and placed him in the custody of a policeman. His baggage, consisting of two large bundles and a bleyele, was also confiscated. The bundles were examined and found to contain silverware, lewelry and briefabrae worth at least \$700. The prisoner tried to tell the police he was a peddier, but when Mr. Simous's monogram was seen on the plate he admitted that he was Freedman and had committed the robberies in Port Chester. His confederates were on the train, but it was not known until the train had pulled out.

PENNSTLFANIA'S VIFARIUM.

Biological Hall. Although several vivaria are in existence in Europe this is the first to be constructed in the United States. It is intended to keep in it a few representatives of small living things in the animal kingdom, whether they be water or land forms of life. Mostof them will be quite small, many of them being of microscopic size. Speaking of the purpose of keeping living animals for study. Dr. Edwin G. Conkin, professor of embryology, said.

"There will always be on hand a constant supply of material for class work. At present it is impossible during the winter months to collect many living animals for study and there are sent to the university. Consequently most of the work must be done upon their distorted remains. The vivarium in this respect will greatly increase the value and interest in the study of 200 logy. It will also give an opportunity for the study of natural history—that is, the habits, activities, and instincts of animals—such as no other university possesses.

No Republicans on Annapolis's Official Ballot.

ANNAPOLIS, Md., July 6 .- Pailing to present their nomination papers to the clerk of the City Council within ten days before election, the Republican nominees for Mayor, Councillors and Aldermen of Annapolis will be excluded from the official ballot and flud no place on the tirket which will be voted for next Monday. Judge Jones at Annapolis to-day sustained the City Clerk, who had refused to accept the

Bear The Sun in Mind when again you have something first class in "Horses and Carriages" for sale or exchange. You can reach Sun readers through no other daily publication.—446.

## The peculiar form

of Iron which is absorbed from al food, entering directly into the blood to carry oxygen from the lungs to feed every tissue of the human body, is called FERRATIN. In ill-nourished people, and during and after every illness, the blood loses the iron, and then the system starves. By taking

**TABLETS** the blood is promptly filled with the indispensable iron, and with renewed nourishment every tissue is revived, every organ gets to work, and good

Ferratin Tablets are palatable; they can be taken by old and young; they increase weight and strength; they improve the appetite.

health is restored without delay.

SOLD BY ALL DRUGGISTS.

LIABILITIES, \$1,636,078; ASSETS, \$5. Charles B. Browne's Schedules in Bank-ruptcy Filed in Chicago.

CHICAGO, July 6 .- The largest schedule of individual liabilities yet presented under the National Bankruptcy act in the Northern district of Illinois was filed in the United States District Court to-day. The petitioner is Charles B. Browne of 5445 Drexel avenue, who is engaged in the novelty advertising and prois engaged in the novelty advertising and promoting business. His scheduled indebtedness is \$1,656,078, while his assets are placed at \$5. All the debts are old, most of them having been contracted in 1888 when Mr. Browne was in business in Chicago and the East.

The largest creditors are: Warner Coal Fields Railroad Company, Meridian, Miss, \$750,000; Alexander Holiday, New York, \$285,728; Harriet N. Browne, administratrix of estate of Barlow Hennett, Maquoketa, Ia, \$185,000; Joseph McDonald, New York, \$72,835.

REFORMERS AFTER GALLINGER. Charges Against the Senator of Assessing

Federal Officeholders. CONCORD, N. H., July 6.-The Civil Service ommission is to investigate the charges preferred by ex-Gov. Busiel against Senator Gallinger. It is alleged that the Senator has asseased several officeholders for campaign con-tributions, and instances are given in the year tributions, and instances are given in the year 1808. A meeting has been called here for July 11. Commissioners J. B. Barlow and Marka Brewer will conduct the inquiry with the aid of Special Agent Wales. The charges against the Senator are filed by Mr. Buslel and the National Civil Service Reform League. Among those summoned as witnesses will be the Governor. Senator Chandler, Representatives Sulloway and Clark, and all the Federal office-holders believed to have information on the subject.

tended a pienic given by the school in Union
Hill Schuetzen Park, where she became acquainted with Edmund Anderson, a young man who enlisted in the regular army at the outbreak of the war with Bjain and took part in the battle of San Juan. He was sent home after recovering from a severenttack of typhoid fever. He met Miss Guiden several times after the pienic, and they exchanged photographs and wrote letters to each other.

When Miss Guiden's parents learned of these proceedings they decided to put a stop to the matter, because they believed their daughter was too voung to have a sweetheart. One day last week Mr. Guiden called on Anderson and warned him not to meef the girl again. Anderson said that he would respect Mr. Guiden which he would respect Mr. Guiden which he could be subject.

Major A. H. Drewry, one of the oldest and best known business men of Virginia, died in Richmond in that State last evening. He owned 'Westover,' the handsomest estate on the James River This was the home of William Byrd, the founder of Richmond, and also of the Schook that evening Anderson kent the appointment, but instead of meeting the girl he found Mrs. Guiden struck him as promitive of the could escape Mrs. Guiden struck him several severe blows. Mrs. Guiden struck him several severe blows. Mrs. Guiden struck him road and demanded the letters and photograph to Anderson's home on the Hackensack plant to Anderson's heart to Anderson's President of the Virginia Navigation and was President of the Virginia Association and was President of the Virginia Navigation Company.

Dr. William Howard Neilson, a practicing physician and member of the Board of Aldermen of New Rochelle, died yesterday after a surgicial operation. He was taken ill last Friday and diagnosed his own case. Knowing an operation was necessary, he summoned Dr. Abbe of New York and the operation was performed on Sunday. He never railied from the shock. He was born in New Brunswick. N. J., 41 years ago. He was a graduate of the Helevue Medical College. Last spring he ran for Alderman on the Democratic ticket and was elected by a big majority. He was a member of the Westchester County Medical Society and the New Rochelle Medical Society. His widow and one daughter survive him. The funeral will be held on Saturday from Trinity Episcopal church. The interment will be at Woodlawn.

Mrs. Frank Savin, whose suit for divorce is still pending, died in London on Monday. Mrs. Savin was a member of a prominent New Haven family. She had two enidien. Frank Savin, Jr., and Josephine, who matried Dr. Marion de Zaremba, now in jail for larceny. There had been considerable friction between the Savins, When Mrs. Savin advertised for sale a valuable collection of paintings and statuary belonging to the Savin advertised for sale a valuable collection of paintings and statuary belonging to the Savin advertised for sale a valuable collection of paintings and statuary belonging to the Savin advertised for sale a valuable collection of paintings and statuary belonging to the Savin advertised for sale a valuation for the sense. Intelligence of her filmes was quickly followed by the news of her death. Frank Savin, Jr., the son, sailed on the St. Louis yesterday.

Mrs. Matidda C. Barth, the wife of former Assemblyman Gustay A. Barth of Stapleton.

Mr. Simons's monogram was seen on the plate he admitted that he was Freedman and had committed the robberies in Port Chester. His confederates were on the train, but it was not known until the train had pulled out.

\*\*PENNSTLYANIA'S FIVARIUM\*\*.

\*\*Useful Adjunct to the University in the Study of Zoology.\*\*

\*\*PHILADELPHIA.\*\* July 6.—By the time the University of Pennsylvania opens in the fall the new vivarium will be ready for use. It is a substantial brick structure and is near the Biological Hall. Although several vivaria are in existence in Europe this is the first to be.

\*\*Charles King.\*\* A retired on the Pair of Louis yesterday.\*\* Juna Charles king. A retired on the St. Louis yesterday.

\*\*Mrs. Matida C. Barth, the wife of former Assemblyman Gustav A. Barth of Stapleton, Staten Island, died at her home, at the corner of Trossack and Poarls treets, yesterday morning, aged 20 years. Her husband and two sens, saged 4 and 7 years, survive her. The funeral will be held on Sunday and the interment will be in Woodlawn Cemetry.

\*\*Georga B. Eckert, well known in iron and banking circles in eastern Ponnsylvania, died on Wednesday at Beading. Fa. aged 20 years. A widow and two sens, sailed on the St. Louis yesterday.

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Bank at Reading several years ago.

Charles King, a retired wholesale grocer, died on Wednesday at his residence, 17 West 127th Street, of acute Fright's disease. He was born in the province of Handwer, Germany, on June 19, 1827. He came to this country when 18 years old. A widow, three daughters and two sone survive him.

Louis Clifford Wade, one of Maine's oldest newspaper men, for thirty years connected with the estimated staff of the Forthand Handy Fress, died resterday in Porthand, agod 56 years, the was a native of Pravidence, i. 1. and a graduate of Harvard College of the class of 1860. Capt. James W. Gilmer died yesterday in Norfock, aged 30 years. During the civil war he was in the Confederate solvies as Third Licutemant of the Norfock light Arthery Blues. After the war he was for some years Captain of the famous old organization.

Former State Senator William C. Daley of Chatham, N. Y., died suiddenly yesterday afternoon. He underwent an operation for amendication. F. M. Chapman, agod 192, is dead at Kinger of M. He west the diest on the organization.

F. M. Chapman, aged 102, is dead at Kingston, Ky. He was the first Captain to operate a steamboat on the Tenuessee Hiver.

